

RFP QUESTION REQUEST FORM QR

PROJECT: Interstate 65 Interchange at Buckner Road, Williamson County, Tennessee

DB CONTRACT No.: DB2001

DATE: 09/11/2020

QR#	RFP Book No. and Section ID	Question	Reserved for Agency Response
4-1	Proprietary Item Request	Pages 1 and 2 from the Lighting Proprietary Item Request document the Holophane High Mast LED III series lighting fixture with Color Temperature of 3,000K is specified. According to QR response 2-31, all lighting shall be 4000k LED lighting, which is anticipated to be updated when the proprietary item list will be updated under a future addendum. However, Holophane has recently released their LED High Mast version 4 fixture with improved optics and lumen output. Will the Series 3 still be required, or will TDOT be updating the requirement to include the new Series 4?	Use of the Series 3 fixtures is acceptable.

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4-2	CB-3; Section 5.0 Traffic Signals and Lighting Scope of Work, and Section 5.2 Lighting	Contract Book 3, section 5.0 states, "The Design-Builder shall install a minimum of three 2" conduits in the parapets on each side of the bridge over Interstate 65. Two of these conduits on each side are spares for future use by the City and shall not be used by the Design-Builder." Section 5.2 of the RFP states, "All wiring shall be concealed underground in 2-inch schedule 40 PVC rigid conduit. The conduit shall be installed a minimum depth of 26 inches as measured from finished subgrade." Please clarify that the conduits over the bridge can be encased in parapet?	The conduits across any bridges along Buckner Road shall be encased in the parapets.

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4-3	CB 3; Section 3.2; pg 14	In section 3.2 of Contract Book 3 the design speed of the crossovers is specified as 25 mph, however sheet 2B3 of the functional plans show a 20-mph design speed. Please clarify which design speed is correct.	The crossovers shall be designed to 25mph. Criteria in Contract Book 3 controls.

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4-4	CB-3; Section 3.2; pg 15	RFP requires a 17'-0" minimum vertical clearance for the bridge over I-65. Please confirm an additional 0'-6" of vertical clearance does not have to be provided as stated in TDOT Roadway Design Guidelines Chapter 2 Section 102.05.	The 17'-0" includes the 6" allowance referenced in Section 2-102.05 of the Design Guidelines.

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4-5	Addendum #1 Section 3.2; Functional Plans	Addendum #1, Section 3.2 states "The use of 2:1 slopes along Buckner Road should be used based on Case II slopes as applicable within the interchange access control and only by approved Alternate Technical Concept along Buckner Road." However, the functional plans depict sections of the alignment that are designed with 2:1 slopes, such as stations 207+00 to 209+50 LT along Buckner Road as well as Sheet 2A4 depicting Typical Sections for Private Drive to Field or Residential Property. Please confirm that the Design-Builder must submit an ATC for these 2:1 slopes shown in the functional plans.	<p>The intent is to minimize 2:1 slopes and the associated use of guardrail along Buckner Road Extension. The use of 2:1 slopes at the locations where 2:1 slopes are used in the Functional Plans does not require an ATC. If the Design-Builder wishes to utilize 2:1 slopes along Buckner Road beyond is the limits of 2:1 slopes shown in the functional plans, it must be with an approved ATC. This criteria does not apply to private drives.</p> <p>Note, it is the responsibility of the Design-Builder's geotechnical investigation to confirm that the use of all side slopes proposed are acceptable, including those shown in the Functional Plans, during the definitive design phase.</p>

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4-6	CB-3; Section 3.5; Appendix A Pavement Design	RFP Contact Book 3 Section 3.3 states, “No ATC will be considered that changes the pavement design from that shown in Appendix A.” RFP Contract Book 3 Appendix A specifies underdrain to be installed only on I-65 and ramps. Please confirm that the design builder shall only install underdrain in the areas prescribed in the RFP Appendix A pavement design, or if the Design-Builder's geotechnical analysis shall be used to determine the need for underdrain along roadways.	The Design-Builder shall only install underdrain in the areas prescribed in the RFP Appendix A.
4-7	Preliminary Plans, Sheet 2A2	<p>The Typical Sections of the Preliminary Plans, specifically Sheet 2A2 provides note E “See Standard Drawing S-CZ-1 for Clear Zone Criteria...”</p> <p>Please clarify if Buckner Rd is classified as a low speed urban road related to clear zone requirements shown on TDOT Standard Drawing S-CZ-1.</p>	Buckner Road is not a low speed urban road.

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QR#	RFP Book No. and Section ID	Question	Reserved for Agency Response
4-8	CB 3; Sections 3.2; pg 14; Functional Plans pg 23	Contract Book 3, Section 3.2 states the design speed for ramp proper and ramp entrances is 60 mph. The sag vertical curve on Ramp C between stations 705+25.00 to 713+55 of the functional plans has a K value of 130, which does not meet the minimum for 60 mph. Please confirm if the Ramp C vertical alignment must meet the minimum 60 mph K Value.	The Design-Builder shall adjust the profile to meet a 60mph K value for Ramp C. Criteria in Contract Book 3 controls.
4-9	CB 3; Section 7.0 Right-of-Way; TDOT ROW Procedures Manual, Chapter VIII, Part III, Section XIV-D	Per the Department's Right-of-Way Manual, Chapter VIII, Part III, Section XIV-D, "Rights-of-Entry may be procured prior to the Initiation of Negotiations only with the prior written approval of the Right-of-Way Division Director or designee." Will the Department consider allowing this for this Project, or will all Design-Builders need to assume that no Right-of-Entry can be provided until completion of the full ROW process?	The Department is investigating this issue. It will be addressed in an upcoming addendum.

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QR#	RFP Book No. and Section ID	Question	Reserved for Agency Response
4-10	CB-3, Section 3.2 Page 17 & Department Response to QR2-32	Per the Department's response to QR2-32, the traffic model is to include the intersection of Buckner Rd & Lewisburg Pike. Initial modeling is resulting in average level of service of F. Is there a minimum LOS that the Department will require at this intersection, and if so is it the responsibility of the Design-Builder to improve the intersection (add widening, turning lanes, additional storage, etc.) beyond what is shown in the Functional Plans and include that in their bid/proposal?	The intersection should be designed and constructed with the layout as depicted in the Functional Plans. The intersection should be removed from the Vissim Model for analysis of the proposed interchange. QR2-32 response will be revised.
4-11	QR1-6	Please provide additional information on the City's Buckner Lane improvements project.	Additional information on the Buckner Lane improvements can be found on the City of Spring Hill website at: https://www.springhilltn.org/606/Buckner-Lane-Widening-Project

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4-12	RFP Book 3, Section 9	How is ROW to be handled for mitigation purposes?	The Design Builder is responsible for all mitigation cost which includes land acquisition for mitigation. The Design builder must follow the Uniform Act and the ROW Procedures Manual when acquiring mitigation sites.